

Message Text

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ORIGIN PM-05

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R 220328Z FEB 78
FM SECSTATE WASHDC
TO AMEMBASSY WELLINGTON
AMEMBASSY PORT LOUIS
INFO AMEMBASSY NAIROBI
AMEMBASSY KHARTOUM
AMEMBASSY PARAMARIBO
OASD WASHDC/ISA/FMRA
HQ USAF WASH DC/XOXXI/XOXXP/XOXXM
USDAO WELLINGTON NEW ZEALAND
USDAO KINSHASA CX
USDAO LONDON UK
USAF FREQ MGT OFFICE WASHDC
HQ AFSC ANDREWS AFB MD/FA
4950TW WPAFB OH/DOMM
ASD WPAFB OH/XOP

C O N F I D E N T I A L STATE 045320

E.O. 11652: ADS-DECLASSIFY UPON COMPLETION OF NEGOTIATIONS

TAGS: MARR, OCLR, MP, NZ

SUBJECT: FOREIGN OPERATING RIGHTS - ADVANCED RANGE
INSTRUMENTED AIRCRAFT (ARIA) IN SUPPORT OF PROJECTS 6182
AND 5390
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1. THE USAF HAS A REQUIREMENT TO PROVIDE TELEMETRY SUPPORT
FOR THE LAUNCH OF TWO WEATHER SATELLITES. THE SCHEDULED
LAUNCH DATES ARE 3 APRIL 1978 (PROJECT 6182) AND 15
SEPTEMBER 1978 (PROJECT 5390). TO PROVIDE THIS SUPPORT,
THE USAF PROPOSES TO DEPLOY ARIA AIRCRAFT TO NEW ZEALAND
AND MAURITIUS. REQUEST EMBASSIES SEEK APPROVAL OF

RESPECTIVE HOST GOVERNMENTS FOR THE OPERATIONS DETAILED BELOW.

2. THE US WILL LAUNCH TWO WEATHER SATELLITES INTO EARTH ORBIT, ONE IN EARLY APRIL AND ONE IN MID-SEPTEMBER OF 1978. WEATHER PHENOMENA OBSERVED BY THIS TYPE OF SATELLITE ARE EVENTUALLY USED TO PROVIDE INTERNATIONAL WEATHER FORECASTS AND ADVANCED STORM WARNINGS, THUS INSURING FLIGHT AND SHIPPING SAFETY AS WELL AS COMMUNITY WEATHER-DISASTER PREPAREDN

S. THE BENEFITS OF THESE ADVANCED WARNINGS AND SUBSEQUENT PREPAREDNESS PROVIDE ECONOMIC AND PHYSICAL SAVINGS TO THE METEOROLOGICAL COMMUNITY. TO PROVIDE CRITICAL TELEMETRY SUPPORT, ONE ARIA WOULD DEPLOY TO

AUCKLAND INTERNATIONAL AIRPORT, NEW ZEALAND AND ONE WOULD DEPLOY TO PLAISANCE AIRPORT, MAURITIUS. FROM THESE LOCATIONS, THE AIRCRAFT WOULD LAUNCH, FLY TO A TEST SUPPORT POSITION (TSP) TO PROVIDE TELEMETRY SUPPORT AND RECOVER FOR CREW REST PRIOR TO REDEPLOYMENT TO HOME STATION.

5. THE ADVANCED RANGE INSTRUMENTED AIRCRAFT (ARIA) ARE UNIQUELY EQUIPPED BOEING 707 TYPE AIRCRAFT DESIGNED TO RECEIVE, RECORD, AND RETRANSMIT IN REAL TIME, TELEMETRY SIGNALS FROM SPACECRAFT AND LAUNCH VEHICLES DURING LAUNCH, ORBIT, OR ORBITAL INSERTION. THESE MOBILE SENSORS ENABLE CONFIDENTIAL

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SIGNALS TO BE RECEIVED IN BROAD OCEAN AREAS WHERE LAND BASED SITES CANNOT BE LOCATED OR IN LAND AREAS WHERE THERE ARE NO TELEMETRY SITES. THE ARIA ARE SIGNIFICANTLY LESS EXPENSIVE AND MORE VERSATILE THAN SHIPS IN PROVIDING THIS CRITICALLY IMPORTANT DATA. THE DATA PROVIDED BY ARIA ARE USED BY THE RESPONSIBLE AGENCY TO MONITOR PROGRESS, DETERMINE EQUIPMENT MALFUNCTIONS, AND INITIATE POSSIBLE INFIGHT CORRECTIONS. SUCH CORRECTIONS COULD MAKE THE DIFFERENCE BETWEEN A SUCCESSFUL AND AN UNSUCCESSFUL LAUNCH. THE TELEMETRY EQUIPMENT ON BOARD THE ARIA IS U.S. GOVERNMENT OWNED AND PERMANENTLY INSTALLED IN THE AIRCRAFT. THERE IS NO PHOTOGRAPHIC EQUIPMENT ON BOARD THE AIRCRAFT.

4. EACH AIRCRAFT WOULD CARRY UP TO 23 CREW MEMBERS. NORMAL CREW COMPLEMENT WOULD BE 6 USAF OFFICERS, 2 DOD SPONSORED CIVILIANS, AND 15 NON-COMMISSIONED OFFICERS (NCO). ALL WOULD BE U.S. CITIZENS AND WOULD POSSESS ALL PERSONAL DOCUMENTATION AS OUTLINED IN THE USAF FOREIGN CLEARANCE GUIDE. THE NCO'S PERFORM MAINTENANCE ON THE AIRCRAFT AND OPERATE THE ELECTRONIC PROJECT EQUIPMENT. BILLETING, TRANSPORTATION AND OTHER SUPPORT REQUIREMENTS

WOULD BE PROVIDED IN THE AIRCRAFT DIPLOMATIC CLEARANCE REQUEST.

5. THE AIRCRAFT AND ITS ASSOCIATED EQUIPMENT ARE UNCLASSIFIED. TOURS WOULD BE OFFERED TO LOCAL OFFICIALS/ SCIENTISTS, HOWEVER, IT WOULD BE REQUESTED THAT ANY TOURS BE CONDUCTED AFTER THE MISSION SUPPORT SO AS NOT TO JEOPARDIZE - THRU INADVERTENT DISTURBANCES - CRITICALLY CALIBRATED AND PRE-SET MISSION SUPPORT EQUIPMENT. DATA TAPES ARE UNCLASSIFIED; HOWEVER, ONLY SINGLE COPIES OF THE TAPES ARE PRODUCED, AND SINCE THE AIRCRAFT CANNOT DUPLICATE THESE TAPES, THEY MUST BE RETAINED. THE AIRCREW WOULD NOT HAVE KNOWLEDGE OF THE SPACECRAFT PERFORMANCE, HOWEVER, THEY COULD INDICATE WHETHER THE LAUNCH APPEARED CONFIDENTIAL

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TO BE NORMAL.

6. FOR AMEMBASSY WELLINGTON: ONE ARIA WOULD STAGE FROM AUCKLAND INTERNATIONAL AIRPORT, NEW ZEALAND TO SUPPORT A TSP OF 55-54S 155-52E. FLIGHT ROUTING WOULD BE DIRECT TO THE TSP, HOLDING UNTIL LAUNCH, TELEMETRY SUPPORT AND RECOVERING AT CHRISTCHURCH INTERNATIONAL AIRPORT. USE OF THESE TWO AIRFIELDS WOULD PROVIDE MAXIMUM MISSION FLIGHT TIME. AUCKLAND WOULD PROVIDE THE BEST TAKEOFF CRITERIA WHILE CHRISTCHURCH WOULD BE THE NEAREST SUITABLE RECOVERY BASE. PLANNED ARRIVAL AND DEPARTURE DATES FOR NEW ZEALAND WOULD BE AS FOLLOWS:

----- ARRIVE -- DEPART

PROJECT 6182 - AUCKLAND -- 1 APR 78 3 APR 78

----- CHRISTCHURCH 3 APR 78 5 APR 78

PROJECT 5390 - EXACT DATES HAVE YET TO BE DETERMINED.

APPROXIMATELY 15 SEPTEMBER IS CURRENTLY SCHEDULED. DATES WILL BE PROVIDED WHEN THEY BECOME AVAILABLE.

(NOTE: MISSIONS OF THIS NATURE ARE SUBJECT TO TECHNICAL DELAYS. DATES MAY VARY AS A RESULT).

7. FOR AMEMBASSY PORT LOUIS: ONE ARIA WOULD STAGE FROM PLAISANCE AIRPORT, MAURITIUS TO SUPPORT A TSP OF 47-45E 32-10S. FLIGHT ROUTING WOULD BE DIRECT TO THE TSP (900 NM SOUTHWEST OF MAURITIUS HOLDING UNTIL LAUNCH, TELEMETRY SUPPORT, WITH RECOVERY PLANNED FOR PLAISANCE. PLANNED ARRIVAL AND DEPARTURE DATES (INCLUDING REFUELING AND CREW CONFIDENTIAL

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REST STOPS) ARE AS FOLLOWS:

----- ARRIVE----DEPART----ARRIVE---DEPART

6182 ZANDERIJ,SURINAM 27 MAR 78 28 MAR 78 7 APR 78 8 APR 78

ASCENSION ISLAND 28 MAR 78 29 MAR 78 6 APR 78 7 APR 78

KINSHASA, ZAIRE 29 MAR 78 30 MAR 78 5 APR 78 6 APR 78

NAIROBI, KENYA 30 MAR 78 31 MAR 78 4 APR 78 5 APR 78

PLAISANCE, MAURITIUS 31 MAR 78 4 APR 78

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APPROXIMATELY 15 SEPTEMBER IS CURRENTLY SCHEDULED. DATES

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(NOTE: MISSIONS OF THIS NATURE ARE SUBJECT TO TECHNICAL
DELAYS. DATES MAY VARY AS A RESULT).

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Message Attributes

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Draft Date: 22 feb 1978
Decaption Date: 01 jan 1960
Decaption Note:
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 20 Mar 2014
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Disposition History: n/a
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Subject: FOREIGN OPERATING RIGHTS - ADVANCED RANGE INSTRUMENTED AIRCRAFT (ARIA) IN SUPPORT OF PROJECTS 6182 AND 5390
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